REMARKS

Claims 1 and 6 are hereby amended to correct the indefiniteness issues pointed out by the Examiner in paragraphs 3 and 4 of the Detailed Action.

The Examiner has rejected claim 1 as anticipated by U.S. Pat. No. 3,831,970 (*Müller*), and further by German Pat. No. DE 44 09 571 A1 (*Hespelt*), and further by U.S. Pat. No. 4,883,287 (*Murakami*).

Regarding the rejection based on *Hespelt*: The Examiner states that the component identified by reference numeral 9 is a stabilizer. However, component 9 is not a stabilizer as this term is used in the present application. As described in the paragraph beginning at p. 2, ln. 31 of this application, a stabilizer is a rigid member the center portion of which is attached to the bodywork of the vehicle and the opposite ends of which are connected to the suspension systems of the wheels at opposite sides of the vehicle to dynamically couple said two wheel suspension systems to one another. This is in keeping with definition of a stabilizer as the term is widely understood to those of skill in the vehicle suspension art, as may be confirmed by consulting any number of automotive-related texts. As such, the suspension taught by *Hespelt* does not meet the limitations of claim 1 as originally submitted. Hespelt neither teaches nor suggests that a stabilizer be attached to the suspension leg or the beam in order to prevent rotation of the leg/beam unit. Reconsideration of this rejection is therefore requested.

Regarding the rejections based on *Müller* and *Murakami*, Claim 1 is hereby amended to distinguish from these two references by reciting that a steering swivel is supported by a beam, and further that the lower end of a suspension leg is non-rotatably connected to the beam. These added recitation is intended to limit the claimed invention to a suspension of the McPherson type, wherein the suspension leg or strut is rigidly connected to the beam member that supports the steering swivel for rotation about the steering axis.

In *Müller*, wheel carrier 2 pivots with respect to lower and upper cross guide members 3,4 (about bearings C and D respectively) to allow the wheel 1 to be steered. This is a

double-link type suspension, as opposed to the type claimed in the present application. The lower end of shock absorber 15 is attached to lower cross guide member 3 by a pivoting, pinned-type connection, as is clearly visible in Figs. 1 and 2. As such, there is no component in *Müller* that meets the limitation now recited in claim 1 of a suspension leg having a lower end rigidly connected to a beam.

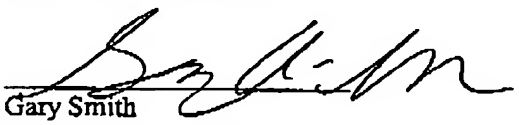
Murakami teaches a double-link type suspension system, as distinct from the McPherson strut system of the present invention. In *Murakami*, knuckle 12 pivots with respect to extension bracket 32 (about joint mechanism 34) and with respect to lower control arm 28 (about ball joint 26). (See col. 5, lns. 1-11.) A shock absorber 44 is attached at its lower end to the extension bracket 32 by a pivoting, pinned-type connection 50, 104. As such, there is no component in *Murakami* that meets the limitation now recited in claim 1 of a suspension leg having a lower end rigidly connected to a beam.

Claims 8 and 9 are hereby cancelled. The remaining claims are dependent upon claim 1, and are therefore believed to be allowable along with claim 1.

No other art is cited in the Office Action. Based on the foregoing comments, the above-identified application is believed to be in condition for allowance, and such allowance is courteously solicited. If any further amendment is necessary to advance prosecution and place this case in allowable condition, the Examiner is courteously requested to contact the undersigned by fax or telephone at the number listed below.

Please charge any cost incurred in the filing of this Amendment, along with any other costs, to Deposit Account 06-1510. If there are insufficient funds in this account, please charge the fees to Deposit Account No.06-1505.

Respectfully submitted,



Gary Smith
Registration No. 39376
Attorney/Agent for Applicant(s)

Date: 4/10/2006
Ford Global Technologies, LLC
800 Fairlane Plaza South
330 Town Center Drive
Dearborn, Michigan 48126
Phone: 1-313-3230541
Fax: 1-313-322-7162